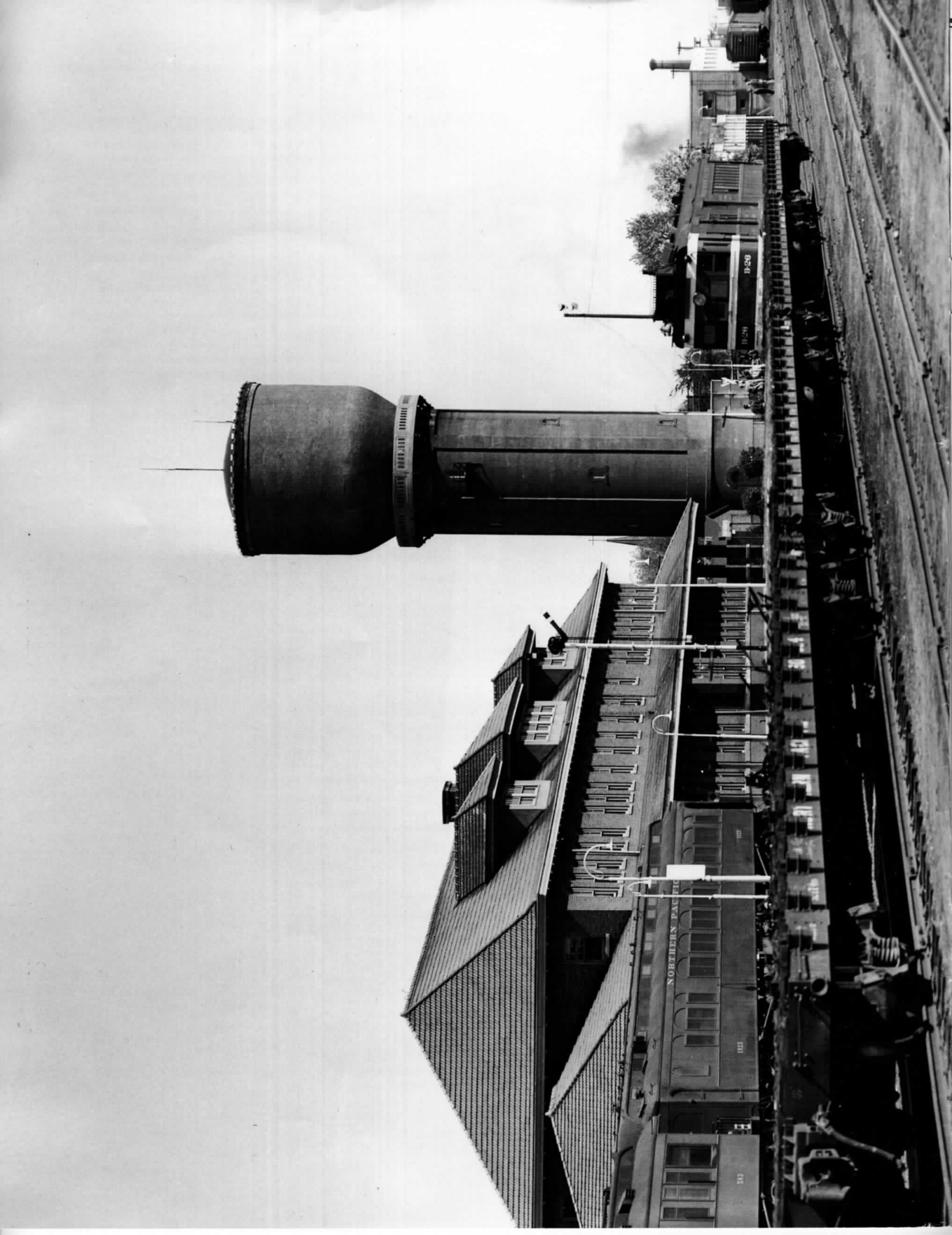








Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

193 Pennsylvania Avenue East
St. Paul, MN 55101
Vol. 33, No. 4

EDITORIAL STAFF

Aaron IsaacsEditor
3816 Vincent Ave. So. Minneapolis, MN 55410
email: AaronMona@aol.com

Sandra Kay BergmanProduction Editor
Charles BartholdMailing

CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

Individual \$ 30 Household \$ 50

**SEND DUES, ADDRESS CHANGES
AND MEMBERSHIP CONCERNS TO**

193 Pennsylvania Avenue East
St. Paul, MN 55101

Public Information
(651) 228-0263 or (800) 711-2591

Web site
www.mtmuseum.org

BOARD OF DIRECTORS

Terms expire 2003: **Charles Barthold**, Chair,
Art E. Pew III, John Robinson,
John Senior

Terms expire 2004: **David Gepner**, **Bob Hawkins**,
Peter Johnson, **Ross McGlasson**,
John Walker, Secretary

Terms expire 2005: **Bill Handschin**,
Michael Miller, Vice-Chair,
Warren Olson

Non-Board Member Officer: **David Kettering** -
Treasurer

Division Representatives

Streetcar Division: **Scott Heiderich**
Railroad Division: **Eric Hopp**
Roundhouse Division: **Noel Petit**
Steamboat Division: **John Schroeder**
Executive Director: **Donald Meyer**

CORRECTIONS AND NEW INFO

Russ Olson writes: "The Lake Minnetonka Navigation Company was owned by Charles Zimmerman in 1881 when the Lotus was built. John R. Johnson was hired by W D Washburn in 1881 for the crew of the City of St. Louis. The Lake Minnetonka Transportation Company was started in 1897 by Captain Johnson when he purchased the three docks and six steamboats from the LMN Co. which was going out of business" (the sale was announced in the newspaper of 9-19-1896).



**TCRT Inspector Ed Johnson, then and now.
Aaron Isaacs photo**



Talk about coincidences!

When we ran the photo of the Twin City Rapid Transit streetcar inspector in the last *MinneGazette* (inside front cover), no one knew who he was. What a coincidence when the very man appeared at Lake Harriet a couple of weeks later. **John Dillery** was foreman when 90 year old **Ed Johnson** walked up, said he had never visited the trolley before, and mentioned that he was an

inspector at 5th & Hennepin. Remember that he had no idea his photo had just been published. John couldn't find a copy of the *MinneGazette* to show him, but station agent **Bettye Anderson** took down his name. When they got back home to Milwaukee, she and husband **Earl Anderson** sent him a nice letter with a copy of the photo. Johnson was one of three inspectors assigned to shifts at the 5th & Hennepin booth. He hired on with TCRT in 1936, worked on track and ran streetcars out of Nicollet until 1941, then was an inspector until 1954. When the streetcars quit, so did he, spending the rest of his career in sod farming and landscaping. Although not active, he was an MTM member during the early 1990s. Aaron Isaacs visited him at his Richfield home, and Johnson donated to MTM a bus farebox and a streetcar passenger bell box.

BOARD OF DIRECTORS

-August 2002

Member **Aaron Isaacs** was formally designated the Museum's official delegate to the ARM (Association of Railroad Museums) annual convention.

The following policies were presented by the Executive Committee and approved:

- Hiring
- Personnel
- Conflict of Interest & Directors Code of Conduct

- Treasurer **Dave Kettering** presented the Finance Committee budget policy for approval. Essentially budgeting will be by committee with the Finance Committee taking major roles in the collation process to reach a balanced budget. The Board indicated approval of the process which asks the committees to draft budgets around their distinctive functions.

- Chair **Charles Barthold**, who has been managing the exodus of MTM equipment at the Arsenal, reported that 40 pieces of equipment have been moved since May 1, 2002 leaving 23, eight of which are scheduled to move September 28, 2002.

Anyone with suggestions for candidates for the Board of Directors should contact either **John Walker** or **Louis Hoffman**.

Front Cover: It's October 2, 1907 and commercial photographer F. P. B. Bruce has just taken some more portraits of the trainmen at 31st Street Station. It appears photographers stopped in periodically to sell their services. This photo was just donated to MTM. Inside front cover: This is Brainerd on the Northern Pacific in 1952. The gas-electric may be holding down the local to Little Falls. Minnesota Historical Society collection.

CHAIRMAN'S COLUMN

-Charles Barthold

Every once in a while everyone gets frustrated while volunteering for this Museum. Things are not going the way they should and it's all "his" fault. There's the urge to yell at the idiot or send an email telling how stupid the jerk is. But remember, we are all in this together and there is a Member Code of Conduct. A little history...

The Member Conduct Code

In 1990 the MTM Board of Directors approved a Member Conduct Code, a copy of which is included in this Minnegazette mailing. The Code is one of the museum's most important tools for ensuring long term success. It was written in response to an incident where one member physically threatened another. Experience has shown that when members don't get along, a great deal of energy that should be spent on restoration and operations is wasted on disputes, and peace loving volunteers disappear. Here are some quotes from the code, with commentary.

"Members shall treat other members, the riding public, Museum contractors and employees, public officials and the Museum's neighbors with courtesy and good will at all times. Members shall put group harmony and productivity ahead of their personal ambitions at all times. Hard work and/or technical skill do not give a member license to mistreat others."

The Code intentionally puts group harmony first, and individual contributions of time, skill and money second. This tradeoff was made on purpose, because of the damage done by occasional members who are hardworking, but can't get along with others. The intent of the Code is also to discourage cliques, small groups who may try to exclude others, or who may think of themselves as separate from the rest of the Museum.

"All members shall be welcome to participate in all Museum activities. All contributions of time and talent shall be encouraged. Highly active members shall

not criticize or denigrate the contributions of less active members."

Although many contribute for years or even decades, the ranks of volunteers are constantly turning over, with people moving on and new ones appearing. New members tend to start slowly, learning their way around and gradually becoming more involved. We need them. The last thing a veteran member should do is discourage the occasional volunteer. That's one way to ensure that he or she will never come back.

"Harassment or discrimination on the basis of race, sex, national origin, religion, disability or sexual orientation will not be tolerated."

MTM is open to all contributions by all people.

"Members who hold supervisory or officer status have a special responsibility to avoid words or deeds that are arrogant, insensitive or malicious. They should set an example of good conduct for others to follow."

With responsibility comes accountability. Always remember that you set the tone for others.

"Only persons with officer or supervisory status can critique the work of other members."

You've seen the know-it-all type who isn't the foreman, the trainer, the conductor or the captain, yet he is ready to tell others what they're doing wrong. We don't need that. Unless your job has the specific authority to critique, keep it to yourself.

"All property is under the control of the Board. No members may independently dictate how it may be used. This also applies to members who have invested time or money toward the procurement, restoration or operation of a piece of equipment or property. Involvement does not confer ownership."

It's a cold hard fact that only the Board of Directors has legal responsibility for the Museum and its assets. The Board can, and often does, delegate that authority to the divisions. The purpose of this provision is to prevent unauthorized, maverick activity by individual members that could get the entire museum in trouble.

"Members who violate this Member Conduct Code are subject to disciplinary action. The Chairman may suspend any member for cause, pending a review by the Board at its next meeting."

Although this language may sound harsh, it is important. If the Code is only words that are never enforced, then it is meaningless. Since it was adopted, memberships have indeed been revoked and volunteers have been demoted. The Board has a special responsibility to apply the Code fairly, but it must be applied, for the sake of the Museum's long term viability, and so that each member can enjoy and participate in the Museum's many activities.

In summary, following the Member Conduct Code benefits all members, in addition to the Museum as a whole.

Leave
A LEGACY



Midway Station was built on University Avenue just east of Raymond in 1891 for the first electric cars. Snelling station replaced it in 1908, yet see which one has survived. Snelling was demolished this year, but Midway carries on as an office building, albeit with a completely different facade. Aaron Isaacs photo.

EXECUTIVE DIRECTOR'S REPORT

-Don Meyer

One of the challenges we are confronted with this year is the expansion of our Development or Fund Raising program in a troubled economy. It is quite common to read in our local newspapers about the tales of woe from many non-profits who are cutting back programs or even facing bankruptcy due to a steep decline in donations in conjunction with a similar decline in admission revenue.

What follows are excerpts from a recently submitted grant application to a national foundation. I thought this would give all of our members a little better insight as to how we are trying to position the museum to increase our appeal to potential donors in order to meet this challenge. The grant text is in italics. My editorial comments are interspersed, explaining why we said what we did.

One key rule to keep in mind is that donors give to their needs, not ours. In this case the foundation selected has a high priority on education, but MTM's need is for new windows in two of its coaches. Here is the attempt to make a match out of these two seemingly disparate positions.

The museum provides the general public with an authentic train ride aboard vintage, restored equipment. This year, in fact, marks the 10th anniversary of the museum's Osceola & St Croix Valley Railway. An average year sees approximately 21,000 guests enjoy this demonstration ride. But new in 2002 was our Day Out With Thomas event, based on the mythical character, Thomas the Tank Engine. The museum used the coaches from its Osceola operation to carry an additional 19,000 guests during a six-day period.

The introductory paragraph establishes a simple context for the project description. Everything that follows will be about our train ride. But we have also established that 1) we are dealing with authentic equipment versus replicas or models, 2) we have been doing this successfully for a decade, 3) the number of people we normally serve, and 4) the fact that we had an immensely successful event that nearly doubled the average number of people served in prior years. We are growing, even in difficult times.

You will also see that the train ride is now a demonstration ride. That is museum jargon to distinguish us from a ride at a carnival. Demonstrations are educational. We interpret what train

travel was like through the equipment used and the performance/appearance of the crew. Since this grant is going to a foundation that funds educational programs, this minor change in terminology is significant.

The museum has a repair and maintenance program at its Jackson Street Roundhouse facility in Saint Paul to keep the train in operation. The program is staffed by members, who volunteer their time, skills, and passion for railroad history to keep the coaches and motive power in service. The annual cost of this program approaches \$60,000, paid for by operating revenue, comprised primarily of ticket and gift shop sales.

Here we are shaping our request to be about a program and given it a context that reinforces our years of success. We have a roundhouse where we conduct our repair and maintenance program. The subtle message is that we are able to achieve big things and sustain them. Donors like to be part of a successful program. It is the old cliché about jumping on the bandwagon.

Note also that the members who volunteer in this program are identified as the staff. This again is museum jargon. It conveys a message to the institutional donor about the status of our volunteers. They are the equivalent of staff, even if unpaid, and have significant responsibilities. The next paragraph underscores that point.

The program requires the members to research the history of the equipment so that they do not alter its authentic features. Typically they must also learn the "old" techniques in making these repairs, reflecting the old technology used in the original design and construction of the equipment. Members also take responsibility to plan, budget and perform the work in time to have each piece in service for the start of the new season.

We have now indicated how a repair and maintenance program can also be educational. Members must either research or have already attained a certain amount of knowledge in order to perform the work. And in the conversation that takes place as members work together on a project, that information is exchanged so that others learn as well.

The program's next priority is to use the off-season break to replace all of the windows on two coaches from the passenger consist. The coaches were built by Pullman-Standard between 1946-47 for the Chicago & North Western's 400 route. And our request of the Foundation is to fund the cost of this project and alleviate the drain on our operational income traditionally used to

cover this work.

You can see that the window replacement in our two coaches is now an incidental element to this request. It is just the current, though much needed, project in our maintenance schedule. If the Foundation accepts our application, Railroad gets the new windows they wanted. But at the same time, our new donor gets the satisfaction of contributing to an educational program with the confidence that our prior success will guarantee this project will get done as well. After presenting the budget for the program, the grant application introduces another educational component to the project, guided tours. It is also a way of showing that there are others who will be served besides the riders on the train.

The work will be done at the roundhouse, which is opened year around. Tours are provided by member/volunteers serving as docents. The guided tours allow our guests to have access to the shop area, where the work will be performed. Seeing the members at work on this type of project in this type of setting inspires many of our guests to make additional donations or sign on as a member themselves.

We then move from the program description to an explanation about the needs and benefits. Please note the benefits are on multiple levels for multiple audiences, both internal and external.

The repair and maintenance program benefits the museum by keeping the costs down through minimal reliance on paid labor. It benefits the museum member, who volunteers to do the work, by providing a hands-on, learning experience. Plus they have the reward of seeing their work make an experience possible for others, our guests, that would not be economically feasible otherwise.

The priority for this particular project is based on the museum's need to keep these particular coaches in service. They are air-conditioned and have working toilets, which helps address the comfort of our guests during the hour and a half train ride. But they also function as "classrooms" on wheels. The museum has a cooperative program with both state and federal park rangers, who ride the train and give nature talks as the train passes through the beautiful scenery of the St Croix River Valley.

Here is another reference to an educational aspect of this particular project. The coaches to be repaired function as "classrooms" when the park rangers give their nature talks aboard the train. The fact that we have a joint

program with the parks service has a double bonus; it indicates our desire to offer truly educational experiences by utilizing the knowledge of others, and a gift to this program benefits more than one organization.

There are other "hot buttons" we want to push to motivate a positive response from the Foundation. We serve the general public, as required by law for a not-for-profit corporation. But that is an uninspiring representation of the people who ride the train or attend any of the museum's locations. Hopefully the following description of museum guests has a more emotive appeal than the term general public.

Our target audience is young families and studies have shown that mom is the family member who decides where her family will vacation or spend a free afternoon. It is a practical matter to demonstrate to her that we care about the comfort and needs of her family as well as providing them with what interests us, a historic train ride. Senior citizens also comprise a major segment of our ridership. On a hot summer day many seniors need the air-conditioned comfort these coaches provide, so keeping these coaches in top condition impacts their experience as well.

I think all of us share a fascination with the equipment we restore and operate. We certainly want to keep it in the best condition possible. But here is a sobering reality, the rest of the world does not share that fascination in equal measure. Studies show that less than 1% of all donations are for historic preservation. More than 25% goes to educational programs. In which category, then, should we put ourselves, especially when the competition is so fierce for the available dollars?

Hopefully you can see from this example that we can continue to restore, repair and maintain our equipment even though we may promote the educational aspects of our work. But more than that, I hope you prefer the description you see in these excerpts as the true representation of what we do at all of our operating venues. Our exhibits truly are "moving" experiences as they roll down the tracks or make way across Lake Minnetonka.

We are at that time of the year when the committees responsible for our various operations send out their annual appeals. Please take time to respond favorably and support the work of our volunteers. Your gift, like that of any foundation or other major donor, contributes to the museum's success.

For this particular project success will be measured when coaches 1096 and 1097 are part of the consist on opening day 2003, standing with crew outside the Osceola Depot, ready to board passengers. For the repair and maintenance program a better representation of success is an increase in the number of volunteers and their hours of service. This tells us the members have retained an enthusiasm for the program and are willing to volunteer their time and help recruit others to share in the work. And a key to maintaining this type of morale is in the museum's ability to bring in sufficient funds to cover the costs of the next project.

TRACTION REPORT

- Louis Hoffman

Halloween Ghost Trolley

If this Minnegazette reaches you before Halloween, don't forget to bring your friends, families, co-workers, and classmates to the Halloween Ghost Trolley. It's from 5:30 to 8:30 p.m. on Friday, Saturday, Sunday, and Thursday, October 25, 26, 27, and 31. The fare is \$3.50, children under age 12 (11 and under) ride for \$1.00, and infants are free. Member passes and vouchers are not accepted on the Halloween Ghost Trolley. Boarding at Linden Hills Station only - no boarding at the Lake Calhoun platform.

Streetcars in the News

The August 5 - 18 Southwest Journal's "Southwest Life" section featured a large spread on the streetcar history of southwest Minneapolis, called Streetcars - Southwest's Transit Past. It features seven pictures, including two taken at CHSL, extensive quotes from Aaron Isaacs and Russ Olson, lots of

good streetcar history, as well as a plug for our new book, The Como-Harriet Streetcar Line: A Memory Trip Through The Twin Cities.

The Saint Paul Pioneer Press has also featured a series of photos and reminiscences about streetcars in the "Bulletin Board" section. Among the CHSL-related photos were two featuring our own **George Isaacs** - one in 1975 working on #265 at Como Shops and one at the State Fair in his CHSL uniform in the cab of the LRV mock-up at the Metro Transit exhibit.

The Good Age newspaper, published by the Amherst H. Wilder Foundation for "older adults, their families and friends," featured a nice article about the Museum's oral history project. It also features a small color photo of #265 on the front cover, a large picture of #265, being operated by **Roger Gardner**, in the article, and another nice plug for our new book.

Finally, the Southeast Angle newspaper, serving southeast Minneapolis, featured a page-two review of the new book with two historic pictures in southeast and of the book's cover, featuring a standard car on Wabasha Street in front of the Capitol.

Book sales doing well

Sales of the Como-Harriet Streetcar Line book exceed 700 after only two months of the book being on the market. Of the books sold so far about 450 are through dealers, over 200 are direct sales by the MTM operating site stores and direct mail order is 85 copies. The break-even point is about 2200, so we're off to a fast start. Besides all MTM operating site store sales the books are on sale at Hub Hobby, Scale Model Supply, Como



Shops, the four Bibelot Shops, Minnesota Historical Society, Ruminator Books, Orr Books, Borders Books (Uptown only), Paperback Exchange (50th & Penn) and Perry's Books (mail order from Morgan, MN). The museum stores for the Seashore Trolley Museum in Maine and the East Troy Electric Railway Museum in Wisconsin are also selling the book. It's available by mail from **Aaron Isaacs**, 3816 Vincent Avenue South, Minneapolis, Minnesota 55410. Checks for \$14.75 (includes postage and packaging) should be made payable to MTM.

Annual Appeal Update

There's no update - the flyer kicking off the 2002 - 2003 Como-Harriet Annual Appeal came with this Minnegazette. Please use it! Although the Traction Fund is sound, its resources don't go much beyond providing for day-to-day maintenance and operations. Insurance alone is nearly one-third of the Traction Division budget and administration another third! Operating revenue doesn't cover major capital expenses like the local match to our \$440,000 TEA-21 grant (\$110,000), major work on #1300, paying off the paper debt on the acquisition and transportation of Winona #10, restoration of Mesaba and Winona #s 10, acquisition of Duluth lightweight #303, and a limitless number of things that would be nice to have at Lake Harriet. These include better fire protection and insulation at the car barn and a reproduction of the "chalet" station at Lake Harriet (that would provide better exhibit and museum store

The restoration of the historic women's restroom at Lake Harriet was completed this summer. CHSL Superintendent Jim Vaitkunas was among the dignitaries speaking. #265 stood by and gave an enthusiastic whistle salute when the ribbon was cut. John Prestholdt photos.



space and archive storage and office space). Don't throw out the envelope that this Minnegazette came in! If you did, please fish it out of the garbage, get your checkbook, and write out a big check - really, any check - to the 2002-2003 Como-Harriet Annual Appeal!

General Services Department Update

Ridership rebounded in June and July despite oppressive heat and humidity and persistent rain. August, which usually shows a dip because of the State Fair, end-of-summer getaways, and back-to-school plans, increased from July and showed that our passengers don't like heat, humidity, and rain, which was far less of a presence in August than earlier in the season - although August too had its fair share of stormy weather. All in all, it was a good August and indicated that ridership patterns show very clearly that people don't ride in the rain and when it's too hot and humid.

Charter numbers were down from 2001 - 31 booked as of the date this report was submitted plus four that are pending. Next year, we hope to be more proactive, both with booking repeat customers as well as with selective marketing to child care and school groups. This requires more operators available during the normal workday. Are you retired or do you work nights or weekends? Please sign up for the Operator Training Program when the Traction Division Survey comes with

the Winter 2003 Minnegazette and mark your interest in charter operations.

There's another way to boost charter business. Of the nearly one thousand MTM members, how many have children, grandchildren, nieces or nephews, godchildren, or other kids in their lives? Invite their childcare providers, church or youth group leaders, or schoolteachers to bring them to Lake Harriet for a charter. Remember, charters for members are \$55.00 and \$45.00 for Traction Division volunteers. If the person booking the charter mentions the name of a member or volunteer, they qualify for the reduced rate. And you've supported the Traction Division without lifting a finger or spending a dime. Here are the statistics through August 31:

	Passengers	Tokens	Trips	Charters	Charter
May	4,495	3,261	349	5	251
June	7,762	5,473	495	5	423
July	8,794	6,432	516	12	449
August	8,351	6,150	443	7	295
Total	29,766	21,316	1,803	30	1,517

Thanks again to **John and Kathy Prestholdt** for compiling these statistics.

While total passengers and revenue passengers were less than anticipated, the percentage of revenue to total passengers increased. And, thanks to the Traction Division's share of "A Day With Thomas," (Thank you so much, **Art Pew** for your great generosity!), the revenue picture is stable going into the winter and as we prepare for the TEA-21 funded track and structures restoration project. Still, there are lots of unfunded projects - extensive work on #1300, the acquisition and transportation of Winona #10 acquisition, not to mention the restoration. And we know from other ISTE and TEA-21 projects that there are lots of unanticipated costs. We recently learned that our grant will be handled through MnDOT, adding thousands of dollar of administrative cost. So please be generous with your donation to the 2002 - 2003 Traction Division Annual Appeal and be sure and designate what special project you want your donation to support.

Another small success that helps us fulfill our educational mission has been the doubling of the car barn tour program. Car barn tours have been offered one Sunday afternoon per month for the past few seasons. This



Tom Beaumont on duty in the Linden Hills depot. Aaron Isaacs photos.

year, ten volunteers enabled us to expand that to two Sunday afternoons per month starting with the August schedule. We hope to have two per month all of next year. Thanks to **John DeWitt, Dave French, Clyde Hawkins, John Kennedy, Kathy Kullberg, Howard Melco, Noel Petit, Jim Vaitkunas, Bob Webster, and Jim Willmore** for volunteering.

Minnehaha Depot Update

It's been a good year at the Princess, thanks to the end of major construction by the Park Board at Minnehaha Park. Through August 18, with three more

dates scheduled, five volunteers contributed 104.75 hours, hosted 2,028 visitors, and collected \$402.33 in donations and merchandise sales on 18 dates, 15 scheduled and three special events. The busiest day was August 18 with 193 visitors. Thanks to **Scott Heiderich, Bill Marshall, Maryellen Digre Mueller, Joseph Scalia, and Jim Welton** for volunteering in 2002. Of the total hours contributed, Stationmaster **Corbin Kidder** contributed 78. It's too late for this year, but won't you consider volunteering at the Minnehaha Depot next summer? We all know of Corbin's devotion to keeping the Princess going.

The 44th Street Trolley Path has opened on the old Como-Harriet right of way between Xerxes and Zenith Avenues. This view looks west from York Ave.



But that doesn't mean he has to spend every Sunday and holiday afternoon except for two from Memorial Day weekend through mid-August. How about giving Corbin a hand?

Training and Development Department Update

-Dave Culver

The Training and Development Department had a very busy year: it recertified 27 foremen (17 as PCC foremen), 58 operators (19 of them as PCC operators), trained five new operators (**Bill Arends, Rod Eaton, Brad Gilbert, Don Meyer, and Will Pim**), twelve new PCC operators (**Dave Barnett, Tom Beaumont, Joel Chisler, Phil Epstein, Dave French, Nils Halker, Pat Jones, John Kennedy, Charlie McCarthy, Harry McPeak, Greg Taylor, and Bob Webster**) three new foremen (**Tom Beaumont, Jerry Olsen, and Jim Willmore**).

In addition to those thanked in the last Traction Report (Departmental leadership, other Traction Division leadership, and the trainers) thanks are due to others who assisted with various phases of classroom training (**Louis Hoffman, Karl Jones, and Greg Taylor**), the foremen under whom the new trainees received their revenue training (**Steve Collin, Dave Culver, Harold Dalland, John DeWitt, John Dillery, Bill Graham, Gary Gustafson, Brian Hayes, Scott Heiderich, Dave Higgins, Louis Hoffman, Jean Inselman, Charlie McCarthy, Dave Norman, John Prestholdt, Clyde Stephens, Greg Taylor, and Walt Strobel**), those who also assisted with cash register training (**Charles Barthold, Tom Beaumont, Dave Cochran, Mark Digre, Dave French, Angela Frerichs, and Bob Stevenson**), and, finally, to **Maryellen Digre-Mueller** for her regular column in the Como-Harriet Currents on effective ways to resolve cash register problems - unlike other MTM sites, where only a few people handle money, virtually every operating volunteer in the Traction Division (more than 100 people) need to know how to work the cash register.

Classic Bus Division

-Ken Luebeck

Conventional wisdom and also the insurance cards for #630 indicate that it is a 1941 Mack bus. The builder's plate suggests that the bus is a Mack model C-41 built in 1941.

Trouble is, when we gave the serial number from the builder's plate to the Mack Museum, they told us that the bus



There are now two additional yard tracks at Jackson Street, accessible only via the turntable. They're in the foreground. Also in the photo, closest to the turntable, is the recently arrived Milwaukee Road ribside bay window caboose. It was acquired from the Dakota County Fair, in exchange for two outside braced wood boxcars like the one next to the two BN cabooses.

with that serial number was built with a EN 672 engine (typical of C-41's). #630 has an EN 510 engine. A 510 is much smaller engine than a 672. Also, the "41" in "C-41" refers to the number of seats in the bus (or so I am told). #630 has just over 30 seats and does not appear to have been reconfigured for fewer seats. Neither does #630 look much like the drawings in the manual we have for Mack C-41 and C-45 buses. #630 is a 30 ft bus. Were there any non-40 ft C-41's (almost certainly called by a different model number)? There has also been the persistent rumor that #630 was actually built in 1943.

All of this raises some interesting questions. I am hoping someone who knows more about old buses than I do will have a simple explanation for us. But for the time being, it would appear (builder's plates being the definition of what a vehicle is) that the builders plate now in #630 has the wrong frame, body, and engine cradle attached to it. That would seem odd. We can surmise #630 was built during WWII, as it has many components made of wood that were typically made of metal in buses built both before and after the war. Was metal being rationed in 1941 in the U.S.?

Persons with a definitive answer (or at least some good clues) as to what #630 actually is are welcomed to share their knowledge.

RAILROAD DIVISION REPORT

-Dick Kolter

At the two-thirds mark in the passenger-operating season at Osceola things have gone quite smoothly. A reasonable number of passengers have come and ridden the trains, which have had a very good on time record. The few delays that have occurred were mostly from causes outside of our operation. Our current practice of doing as much switching as possible before the day of the trip seems to be helping the on time record. Occasionally a problem has popped up in scheduling when the crew winds up short a brakeman or conductor, but we always seem to work it out satisfactorily.

This year we have run more food related trains than in the past. Dinner and brunch trains have utilized the A-11 business car as the main serving area with 1213 going along for additional seating and facilities. Bill Phannes, who has volunteered to oversee the operation of A-11, has been carefully monitoring the profitability of this operation all year. He reports that up to the Labor Day weekend \$11,080 has been taken in and expenses have been \$7500. Expanding the food service this year was somewhat of an experiment to see if we could find enough interested passengers and if we were able to find enough crews to make it work. Pizza has been served on several other days

when just the regular train is used for an additional evening run. This train first goes to Dresser where the pizza is picked up from the caterer, Village Pizzeria, and then proceeds westerly across the River Bridge before returning to Osceola.

Passenger counts through the Labor Day weekend were very steady each week. Pat Kytola reported that the total number of riders continued to be very much like the totals for the corresponding period last year. Considering that the many entertainment options for the public have not done well this year, we think that to continue on an even pace is satisfactory, especially since our advertising budget is very small.

The consist of our trains this summer has also been rather steady. The big change this year has been the addition of coach 1213 with its toilets and air conditioning. Decent restrooms and cooling have been missing from our trains for a long time, but not anymore. 1213 usually runs as the second car from the west end with 2232 on the west end of the train. Triple combine 1102 is always found on the east end with one or both of the Rock Island cars next. Each day on the Dresser trip the mail handling equipment is used to demonstrate picking up mail while the train was moving. Locomotive 559 handled all regular trips and charters with 105 in reserve and 3110 being used for the specials like the Andersen Picnic and the Wheels and Wings shuttle.



Milwaukee Road caboose #992040, built in 1949, is the latest addition to the MTM collection.

For the Andersen picnic on July 21 two coaches and the Andersen locomotive 3110 were moved to the Bayport site and operated at capacity all during the day, carrying about 1500 passengers. The passengers boarded the train at the park just south of the Andersen factory and were given a twenty-minute round trip south to where the Stillwater spur connects with the UP main line, near the bridge crossing the St. Croix River. The train operated on a half-hour schedule. Arrangements for the operation this year were particularly difficult because of some new insurance and safety requirements. Several meetings between MTI, the Andersen people, and the railroads involved, were necessary and were ably coordinated by **Nick Modders**. Right after the picnic all the equipment went to Osceola where the locomotive was stored until it was used on September 7 for the Osceola Wheels and Wings event.

The Wheels and Wings thing is an annual event at Osceola where some of the activities are held in the industrial park area, which has a spur track from the main line. Last year and again this year we provided a free shuttle for people who wanted to travel from the industrial area to the downtown business district. To do this we used the Andersen 3110 and coach 2232 and made a round trip every half-hour. Because the shuttle was operating on the track east of the depot the regular train did not make a Dresser trip but made a run across the River Bridge and back in addition to the two regular Marine trips. This year's operation did not get very well utilized probably because some of the spur track has been removed and we were not able to get the train as far into

the area where the people were as we did last year. This operation, with two trains running at the same time, is good practice for the crews in operating in situations they are not accustomed to.

Maintenance work.

The SD39 locomotive donated to us by Canadian Pacific last year became the center of attention of some of the maintenance people during the summer after all of the necessary work for Osceola was completed. This former Minneapolis Northfield & Southern engine had some known problems when it arrived but was complete. At this writing the work done on it has allowed us to determine that it is mostly in good condition. Our people repaired a considerable amount of corrosion in the area where the batteries are located and all of the brake equipment was reconditioned. One of the traction motors does not appear to



On duty at Osceola on a recent Sunday were station agent Pat Kytola, brakeman Greg Federly, car attendant Barb Durfee, conductor Roger Johnson with Bill Pfannes (who keeps the coach air conditioning running) and Railway Mail clerk Rod Olson. Aaron Isaacs photos.

operate properly, which is one of the known problems that may be the reason the locomotive was given to us. But with this type of locomotive it is possible to operate the unit without out using that particular motor. It is hoped that this unit will see some operating time before the end of the season so that any other unknown problems can be found. **Phil Wellman, Eric Hopp, Ron Erickson** and others worked on this project.

Last winter one of the trucks under car 1102, the triple combine, was found to need extensive work so it was replaced with a temporary truck to be used for the summer while the original

Lackawanna coach #2232 has been repainted Pullman green.



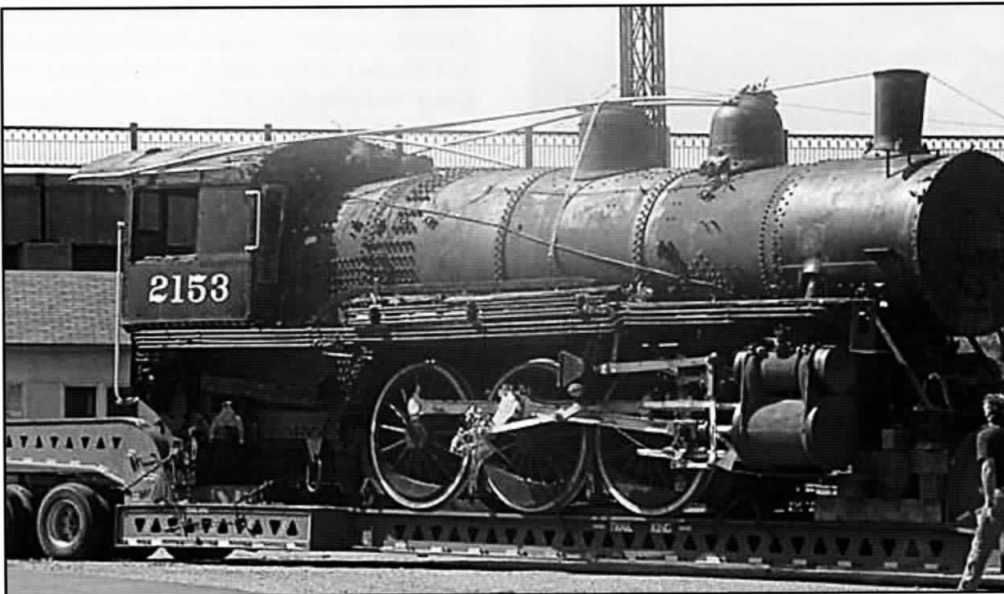


one is rebuilt. Pedestal liners, and bushings are being renewed as needed. The major problem with the truck and the possible cause of some of the wear in the parts just mentioned, is that the truck frame had a bend in one end. This bend has been straightened, the other new parts will be installed, and the truck will then be re-installed on 1102 sometime in the winter. At that time the condition of the other truck on 1102 will be carefully evaluated and if necessary that one will be removed to undergo a similar reconditioning during 2003. This truck rebuilding program has a high priority because the car has much historical significance in our operation. **Eric Hopp** is coordinating this and is doing much of the work.

With all of the rolling stock at Osceola there were times when work crews had to be formed to do some routine work at that site. Two coaches needed to have brake equipment renewal, one in June and one in August. Locomotive 559 came due for an annual inspection in July, which was completed during the week so the unit never missed its weekly operating schedule. Facilities work on coach 1096 continued at Osceola with much work done by **Greg Federly**. **Dick Kolter** coordinated the Osceola work.

It feels like the 1950s as GP7 #559 runs around the train at Dresser.





Northern Pacific class Q-3 #2153, built by Baldwin in 1909, completes its long journey from East Grand Forks to Jackson Street. Burt Foster photos.

Also at Osceola a second Fairmont track inspection car is now available for use. We are required to inspect the track each day before passengers are carried on it so an inspection car has been used to do the job. Occasionally a problem would come up and the inspection had to be done by a person on foot, which took too much time. There have always been two cars there, but only one of the storage sheds had track and a platform so the car could be taken out on the track by just one man. **Bill Phannes** and **Chris Olson** installed more track and another platform so now either of the two cars can be utilized when needed.

Marketing

The amount of money available this year for advertising did not go very far so it was necessary for everyone involved in marketing to look for as many ways as possible to make our operation known to the public. **Pat Kytola** has reported that three different tourist or travel magazines did have articles about what we do in their late summer issues. This kind of exposure usually does bring out some passengers that we wouldn't otherwise have seen. **Kurt Mahre** and the marketing committee have been attempting to create

more business with additional fall leaf watching trips.

Kurt's unique plan utilizes our train on weekday afternoons, when we don't normally operate, to go to Withrow Minnesota and start some leaf watching trips from this little town about twenty miles from Osceola. These special trips, to be run over a two-week period at the height of the fall color season, will originate near some cooperating local businesses that can provide us with the necessary parking space. Since there is no longer a depot at Withrow it is necessary to make a quick pick up of passengers at a highway crossing. Operating crews for these specials will still work out of Osceola and return there with their train at the end of the day.

Steam

Over three years ago MTM acquired a steam locomotive, Northern Pacific 2153, which was on display in East Grand Forks and had to be moved to make way for local public works projects. 2153 is identical to NP 2156 which we already have and are restoring to operating condition. Although the locomotive was essentially a gift, its display location provided quite a challenge in getting it to St. Paul. The large expenditure necessary for the move provided for much lively discussion around MTM for a long time. Arrangements were finally completed for the move culminating in the arrival of 2153 at Jackson Street on September 7, 2002.

Negotiations that got us this locomotive involved many people and at least three historical organizations. MTM owned two old wood exterior frame boxcars which were stored at the arsenal and had to be moved. The Dakota County museum wanted those two cars, for which they were willing to send a Milwaukee bay window caboose to MTM and another caboose to East Grand Forks. The East Grand Forks Heritage Society wanted that caboose but did not have the room for the steam engine.

Steam foreman **John Oliver** led several expeditions to East Grand Forks over the three year period to get the engine ready for the move. Since the tracks that got the 2153 to its display area had long ago been removed, it was determined that the move would be a job for, alas, a highway mover. A 220 ton crane and a 150 ton crane were used to lift the locomotive, now partially disassembled, onto three large trucks. John and **Mike Gamble** were in East Grand Forks for the loading. After fourteen and a half hours on the road everything arrived safely at Jackson Street.

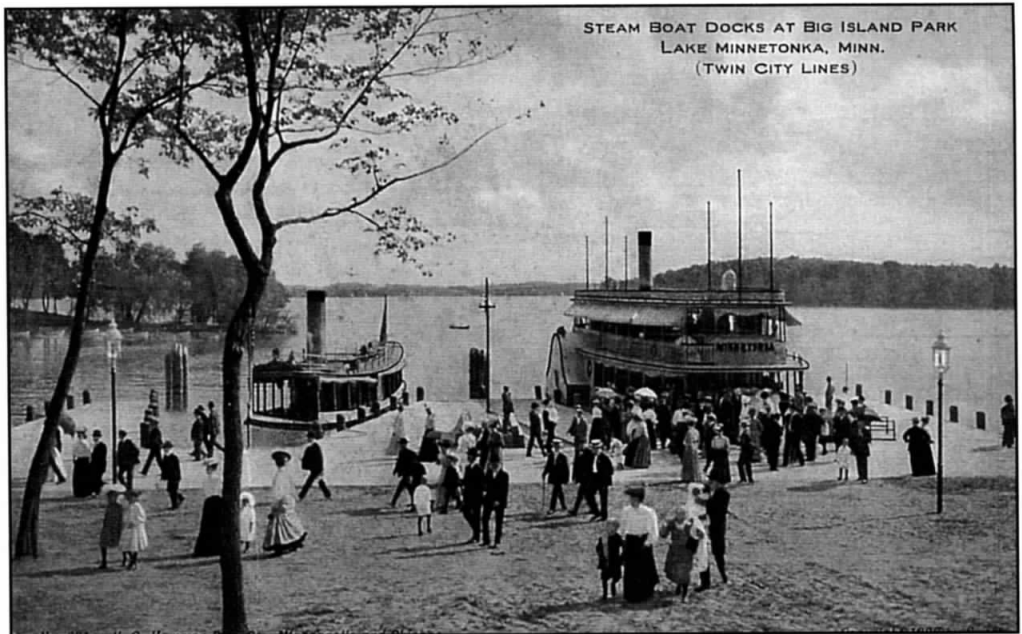
Other activity involving steam mostly revolves around the 2156 restoration. The boiler has been sandblasted and ultra sound testing is being done to determine if it is sound. The next major job on this engine will be rebuilding of the springs and running gear. **Lee Tusky** is working on the design of a new steel cab. This new cab design for 2156 can later be used for 2153 when it is restored for service. Our old standby steam locomotive, NP328, is patiently waiting for sandblasting and testing so it can get back to work.

LAKE MINNETONKA DIVISION REPORT

-Ann Merriman

2002 Fundraiser - "A Picnic on Big Island"

On September 8, 2002, guests of the Lake Minnetonka Division, many in vintage and period dress, boarded Streetcar 78 and rode to the Minnehaha for a wonderful afternoon cruise around Big Island. Guests presented their "boarding pass" prior to our departure, a pass that would be used to award our "door prize" at evening's end. MTM volunteer and noted author **Jim Ogland** narrated the cruise, informing our guests about the long and rich history of Big Island. Jim included stories of Native American use of the island, Twin City Rapid Transit Company's Big Island



For this year's fund raiser, Minnehaha ferried guests to the original Big Island Park dock site. The historic postcard, courtesy of Gary Lovegren, shows ferry Minnetonka and Mayflower in 1905. Compare the land profile behind the boats. Ann Merriman photo.



Amusement Park, and the use of the island by our United States veterans. Minnehaha landed at Big Island Veterans Camp and our guests were greeted by **Franco Loris** and his staff from Crystal Catering, who served us wonderfully sweet lemonade and delicious ginger snaps prepared by MTM volunteer **Beth Kessler**. With these great refreshments, our guests took a tour of the island and its Amusement Park remnants. Jim prepared a fantastic Big Island Amusement Park booklet for each guest, so they were able to follow his narrative with great photographs and descriptions.

Upon conclusion of the tour, our guests were treated to a beautiful "Monet-style" picnic on a high bluff near the Veterans Camp pavilion.

Baskets filled with tasty meats, cheeses, fresh bread and fruit, apple strudel, wine, table linens, silver ware, wine and glasses were distributed to our guests. Franco and his staff augmented this feast with fresh barbecue chicken grilled on site. Guests also discovered a Minnehaha passenger list for the event and a list of the wonderful businesses and individuals who supported our fundraiser through monetary contributions and the donation of goods or services in their baskets. Finally, imaginative and colorful ribbon flowers hand-made by MTM volunteer **Liz Kramer** adorned the baskets. Guests were encouraged to take the flowers and lists home. Further, guests were given a souvenir envelope of reproduction vintage postcards featuring Big Island Amusement Park and the



The cast of Messhuggah-Nuns from the Chanhassen Dinner Theater needed an excursion boat for publicity photos, and chose Minnehaha. Ann Merriman photo.

streetcar boats, courtesy of the MTM and prepared by Lured to the Lake of Excelsior.

During dinner, we were treated to French music played by **Mark Stillman**, who strolled among the picnickers with his wonderful songs. During desert, our guests were shown our "door prize" for the evening, a beautifully matted and framed print of Claude Monet's "The Picnic", donated by the LMD staff and **Joan Wolfe** of Gallery Navarre. **Barbara Halligan**, a new friend of the Museum, won the print when her boarding pass was chosen by MTM volunteer **Comfort Leckie**.

The LMD thanks our guests for their attendance and generosity: **Darcy Anderson**, **Bob and Diane Bolles**, **Bonnie and Brad Buxton**, **Lois and Roger Carlson**, **Judy Corson**, **Barbara Halligan**, **Sue Halligan**, **Bob and Jane Hawkins**, **Kathy and Scott Heiderich**, **Bill and Peg Herzog**, **Fran Hitchcock**, **Bob Johnson**, **Jim and Joyce Jurgens**, **Beth Kessler**, **Anne Kramer**, **Liz Kramer**, **Mike Kramer**, **Joanne Kutzler**, **Comfort Leckie**, **Susan Lowry**, **George and Lillian Martin**, **And and Deborah**

McGlynn, **Ann Merriman**, **Jim and Peggy Ogland**, **Jean Ohland**, **Christopher Olson**, **Claudia Parliament**, **Rick Parsons**, **Sharon Provost**, **Ardelle and Bob Torkelson**, and **Bill and LaWayne Yaeger**.

The LMD also thanks these businesses and individuals for their monetary support: **Wells Fargo Bank of Wayzata** (\$350), **Maynard's Restaurant** (\$250), **John and Pat Senior** (\$200), **Robert and Anna Butler** (\$100), **Steve Decatur** (\$100), **Mr. and Mrs. James Kilbane** (\$100), **Judy and Ken Muller** (\$50), **Ardis Becklin** (\$30), **Captain's Cargo & Gallery** (\$25), **Don Stolz Productions/Old Log Theater** (\$25), **Hour Glass Cleaners** (\$25), **Excelsior Area Chamber of Commerce** (\$25), **Dr. Milton Seifert, Jr.** (\$25), **Ed Waldroff** (\$20), and in memory of volunteer **Barb Thompson**: **Bob and Nan Woodburn** (\$100).

The LMD gives many thanks to the following business and individuals for their in-kind contributions: **Big Island Veterans Camp**, **Franco Loris and Crystal Catering**, **Joan Wolfe and Gallery Navarre**, **Hormel Foods**, **Bob**

Johnson, **Jim Jurgens**, **Jack Kegel**, **Beth Kessler**, **Liz Kramer**, **Lakeland Florist**, **Lured to the Lake**, **Lyman Lumber Company**, **Ann Merriman**, **Northwestern Fruit**, **Jim Ogland**, **Christopher Olson**, **Phillips**, **US Foods**, and **Vie de France**. Finally, the LMD staff gratefully acknowledges the hard work of our volunteers and friends for their efforts in on-site island preparations, **Minnehaha** and **Streetcar 78** operations, or fundraiser planning: **Roger Carlson**, **Brenda and Eric Eaton**, **Bob Johnson**, **Jim Jurgens**, **Mike Kramer**, **Franco Loris**, **Jim Ogland**, and **John and Nancy Schroeder**.

The LMD could not have hosted this wonderful day without the time, hard work, ideas, and generosity of our many volunteers, members, and friends listed above and the LMD staff thanks everyone. We are looking forward to next year when we can host two or more of these fundraisers. Based on feedback so far, our guests would return for another picnic and bring several new friends with them!

Big Island Veterans Camp Efforts

The efforts of United States veterans on Big Island deserve special mention. There is a one million dollar fundraising effort underway led by **Bill Anderson**, Commander of the Chamberlain-Goudy VFW post in Mound, is also the State Chairman of the Board of Governors of Big Island Veterans Camp. Bill informed the LMD of the Veterans Camp's plans to restore the island's dining hall. Included in the restoration will be the inclusion of a tornado shelter under the building. Also planned is a new picnic pavilion that will be handicapped accessible and have a prep kitchen. Another goal is the construction of new cabins for veterans and their families to enjoy. The Big Island Veterans Camp welcomes contributions and is looking for corporate sponsorship. Please call the Camp directly at 952-474-1958 with any questions or if you would like to help. The LMD thanks Bill and Camp Manager **Tom Robb** for their cooperation during our fundraiser, especially the reduction in price for renting the island and the use of their pontoon for transferring people and supplies. Without their assistance and flexibility, our efforts would have been wasted.

Minnehaha Operations

Despite record rainfall this summer, ridership on the Minnehaha is going strong. Several "Special Rides" have been given this season, with many of our Fall Color Cruises nearly sold out



The seats are going in to car #1239 at Excelsior. Below: Motorman Eric Eaton leads a carbarn tour, now a standard and well received part of every Excelsior Streetcar Line ride. Those are seat frames hanging at left. Aaron Isaacs photos.



early. Our annual volunteer Fireworks Cruise was a great success, with nearly 80 riders. Special event days this summer include "Art on the Lake" in Excelsior and "James J. Hill Days" in Wayzata. During these occasions the LMD operated one-hour cruises daily to accommodate more riders. The LMD also set up a merchandise booth in Wayzata and sold many t-shirts, books, and souvenirs. The LMD staff thanks volunteers **Dave Borchert, Steve Decatur, Chris Dovolis, Jerry Hansen, Bill Herzog, Jim Jurgens, Chuck Rud, Cliff Schlueter, Johnn and Nancy Schroeder, and Kerm Stake** for doing special Wayzata duty.

Because of the increased rainfall, the Lake Minnetonka Conservation District

issued two "High Water Declarations" on July 16 and August 23. These emergencies declare that no watercraft can operate at no more than a minimum wake within 600 feet of any shoreline and within many of the lake's bays. A minimum wake is defined as a wake that is large enough to affect other watercraft or that erodes the shoreline; usually five miles per hour. Because of her unique torpedo stern design, Minnehaha does not create a wake so our high speed of 12 miles per hour can be maintained. The high water has made it difficult for many passengers to get on and off the boat even with an extra wooden step provided. The lake at one point was nearly three feet higher than its normal level.

In July the cast of "Meshuggah-Nuns" were featured in a photo shoot on the Minnehaha. This Chanhassen Dinner Theatres production premiered September 19 with half of the LMD staff attending. The play takes place on the USS Gold Delicious, the "Apple of the Eden Line," where the nuns must fill in for the seasick cast of "Fiddler on the Roof" to entertain the ship's passengers who are on a "Faiths of All Nations World Cruise." The nuns team up with Howard, the only healthy "Fiddler" cast member who plays "Tevya," to put on a show. This nautical theme prompted the CDT to contact the LMD to use the Minnehaha as a background for their publicity and program photos. The shoot was great fun, despite the high heat, and the LMD staff thanks Public Relations Director **Kristen Howland** for thinking of us. The show was great fun.

Volunteer News

Ticket Office volunteer **Nancy Schroeder** received a Community Champions Rising Star Award from her company, Prudential Financial, because of her substantial contribution of time to the LMD. Prudential Financial awarded a \$250.00 prize in Nancy's name to LMD. Way to go Nancy! New Ticket Office volunteers **Susannah Dodson** and **Delores Kelly** are welcomed to the LMD ranks. These ladies are a great addition to our Ticket Office crew.

EXCELSIOR STREETCAR LINE REPORT

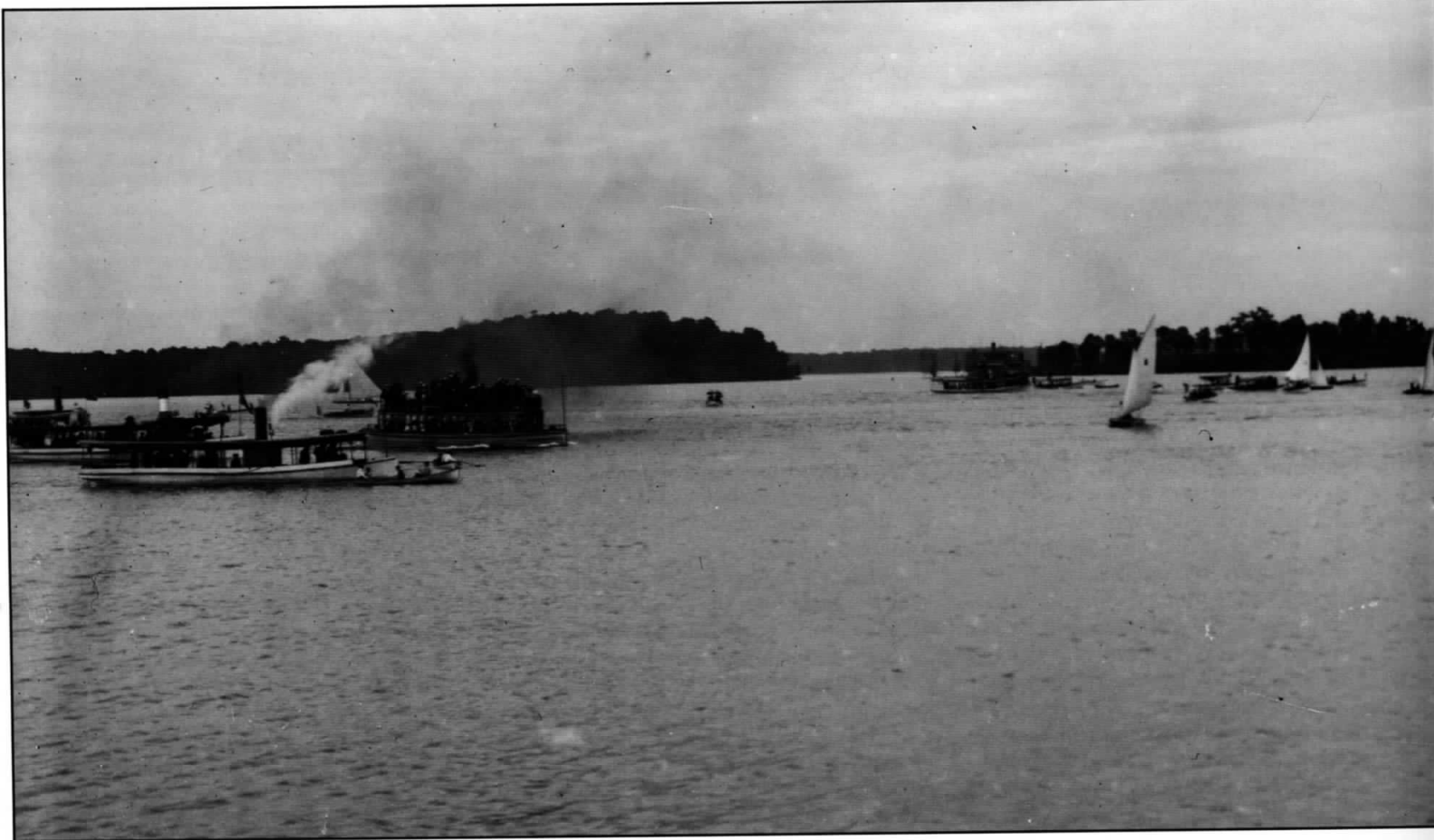
-Bill Graham

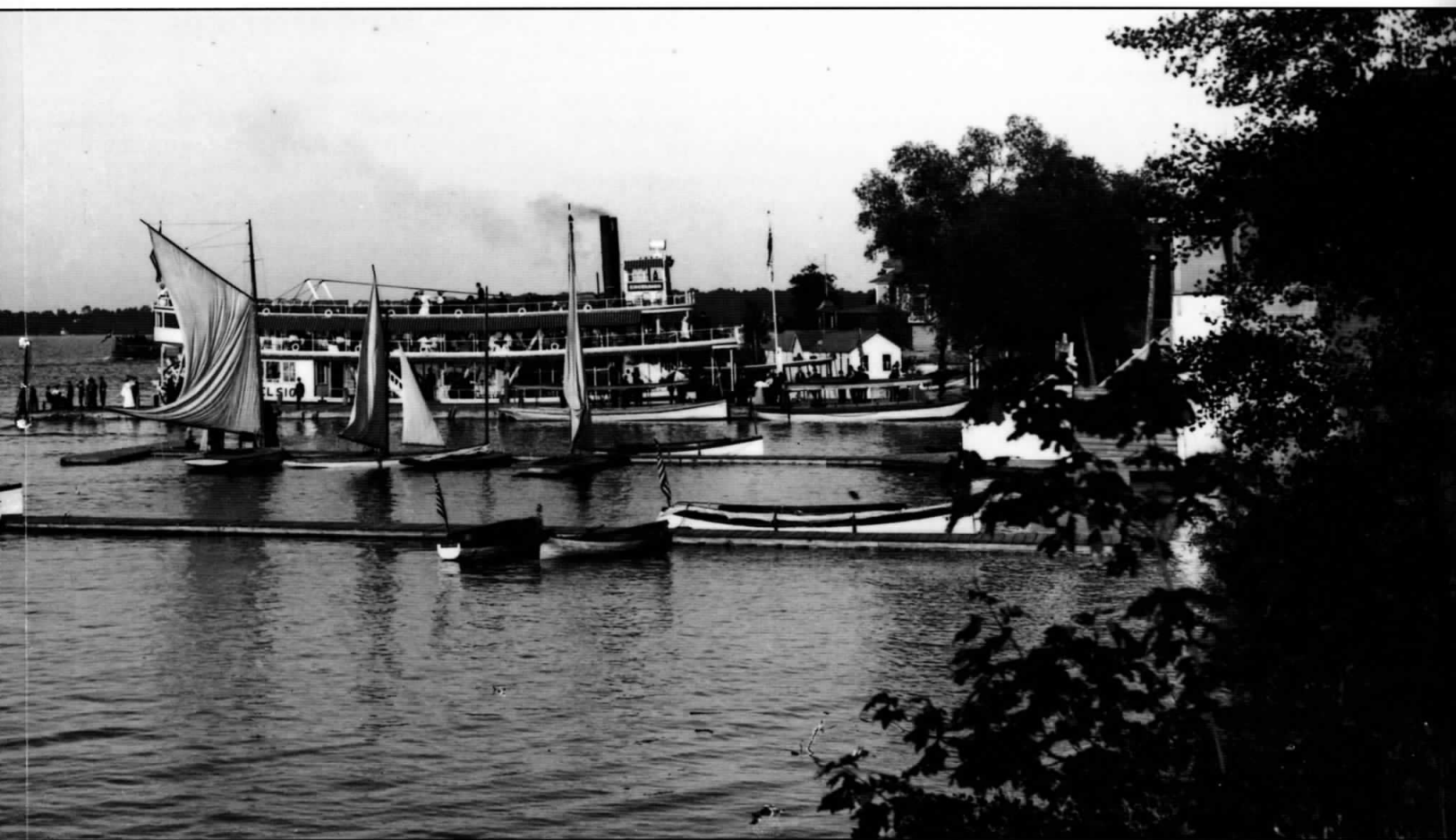
Car 78 operated an expanded schedule throughout the summer which included the weekly Thursday farmers' market and six hours of operation on Saturday and Sundays. Ridership through mid-September totaled 4,146, nearly 60 percent ahead of a year ago. Most passengers received a tour of the Excelsior carbarn workshop, and quite a few returned for repeat rides and an update on the progress of car 1239. The project has drawn considerable interest among younger and older visitors alike, and probably has helped boost streetcar ridership at Excelsior.

Volunteer streetcar operators turned out in strength to help make this season such a success. **Bob Johnson, Dave Blanchard, Ken Albrecht, Brenda and Eric Eaton, Marty McGlasson, Jim Willmore, Bob Beyer and Martin Dibbs**, a Scotsman who spends his summer months in Excelsior, put in



Pioneer photographers C. P. Gibson and Hibbard took these separate but very similar photos of boat action off the Lake Park Hotel docks in Tonawanda.





Tonka Bay. If the topview looks familiar, it ran in the Sept./Oct. 1985 Minnegazette. Minnesota Historical Society collection.



extra long hours on car 78's platforms. Other car operators were **Blair Dollery**, **Phil Epstein**, **Bill Graham**, **Scott Heiderich**, **Doug Hultgren**, **Marv Krafve**, **Frank Loetterle**, **Charles McCarthy**, **Ann Merriman**, **Dave Norman**, **John and Kathy Prestholdt**, **Steve Schmidt**, **Walt Strobel**, **Jim Vaitkunas**, **Terry Warner** and **Karl Wessel**. Special thanks to **Marv Krafve** who called operating crews for the season, and to **Ann Merriman** and **Chris Olson** for filling in blank dates in the schedule.

In the workshop, **Ken Albrecht** has built a new, extra-heavy duty work flat car designed to carry scaffolding to repair the overhead wires. The underframe is made of oak 4 x 4's morticed together and set on heavy wheel sets from a large track maintenance machine. The platform and running gear are heavy enough to support an elevated tower that can reach sideways without upsetting the car. Ken also built a new passenger step box to replace one demolished by an automobile this summer.

The MTM stock room had only two of the four long peanut row sections needed to back date car 1239 to her original 1907 seat configuration. **Bob Dumas** is manufacturing the two sections of bench seat that will form one of the long peanut rows at the rear of the car. **George Ittner** has overhauled the Johnson farebox and the fare register received from **Gene Corbey** which will be mounted on the stand pole donated by **Bill Olsen**. **Dale Olson** has put in several Saturday mornings painting piping and side sills inside the compartment. The new leather strap hangers look terrific mounted on the ceiling clerestory.

In September, the Tuesday Guys, **Neil Howes**, **Keith Lindbergh**, **Phil Settergren**, **Jerry Olson** and **Jim Willmore**, finished assembling 1239's air brake and electrical systems. Checking out how these new systems work filled the next few sessions. Brake linkages needed adjusting. Loose wires needed to be secured and wrapped. New skirting had to be made to protect curious bystanders from the rebuilt resister grids and main contactor under the floor. Plans called for a limited testing of 1239 out on the line before the snow flies, exactly four years since she arrived at the Excelsior workshop on a flatbed truck from Jackson Street Roundhouse.

The rear steps and gates will be installed this winter along with electric heaters under the seats on the pole side. Since a car heater has yet to be procured for 1239, the heater from Mesaba Railway car 10 will be borrowed until another one is found. The Museum installs coal stoves in some of our cars for historical appearance only. Traction policy is not to build actual fires in the cars, but rather to use concealed electric heaters. While not historically authentic, these protect the cars from possible fire and make them comfortable to operate in cool weather. A front drawbar also has yet to be obtained for 1239.

One last obstacle, since overcome, threatened to block 1239's pathway into the bright sunshine of Fall. When the car entered the building in 1998, she was not permanently set on her trucks, and the gate side lightly kissed the side of the door opening as it passed. For years, the restoration group has debated whether 1239 will make it through that doorway to the outside with roof and paint job intact. The designer located the inspection pit in the workshop so that it does not line up with the doorway where the track exits the building. This required a sharp reverse curve inside the cold storage area of the barn, which left not quite enough room to squeeze the car's side through the door opening. The answer, at least for now, is to brace the door a couple of inches father open than it normally goes. In no case is there clearance for a rearview mirror on the car.

A permanent solution would be to scrape away the limestone ballast, disconnect the rails and shove the track over. Everyone agrees this would a lot of work.

This Fall, the realization began to sink in that the 1239 project is about 95 percent finished. In just four years, MTM'ers have all but transformed a sound but dilapidated hulk into a gleaming, fully functional and authentic streetcar. Why? Because it's important to have a gate car of the Twin City Rapid Transit Company operating in 2003 for people to ride on. Besides, sharing the experience each week of creating something magical, along with some really funny jokes, is too good to pass up. The next project is to restore Winona No. 10 Anyone interested in joining the party is invited to call **Bill Graham** for information, 952-435-9724

3M'S BOXCARS

-Mike Nollan

Yes, 3M did have a fleet of boxcars. The Official Railway Equipment Register from July 1950 shows a total of 49 boxcars with reporting marks of MINX. These were all about 40 feet long and could carry between 80,000 and 100,000 lbs. They had roof hatches, so they could carry either bagged or bulk product. If you look closely at MINX 1040 you can see one of these hatches. Based on the reporting marks requesting empty return to Corona, California, car number 1040 was used to deliver roofing granules manufactured at that plant. These colored granules are used in the manufacture of shingles.

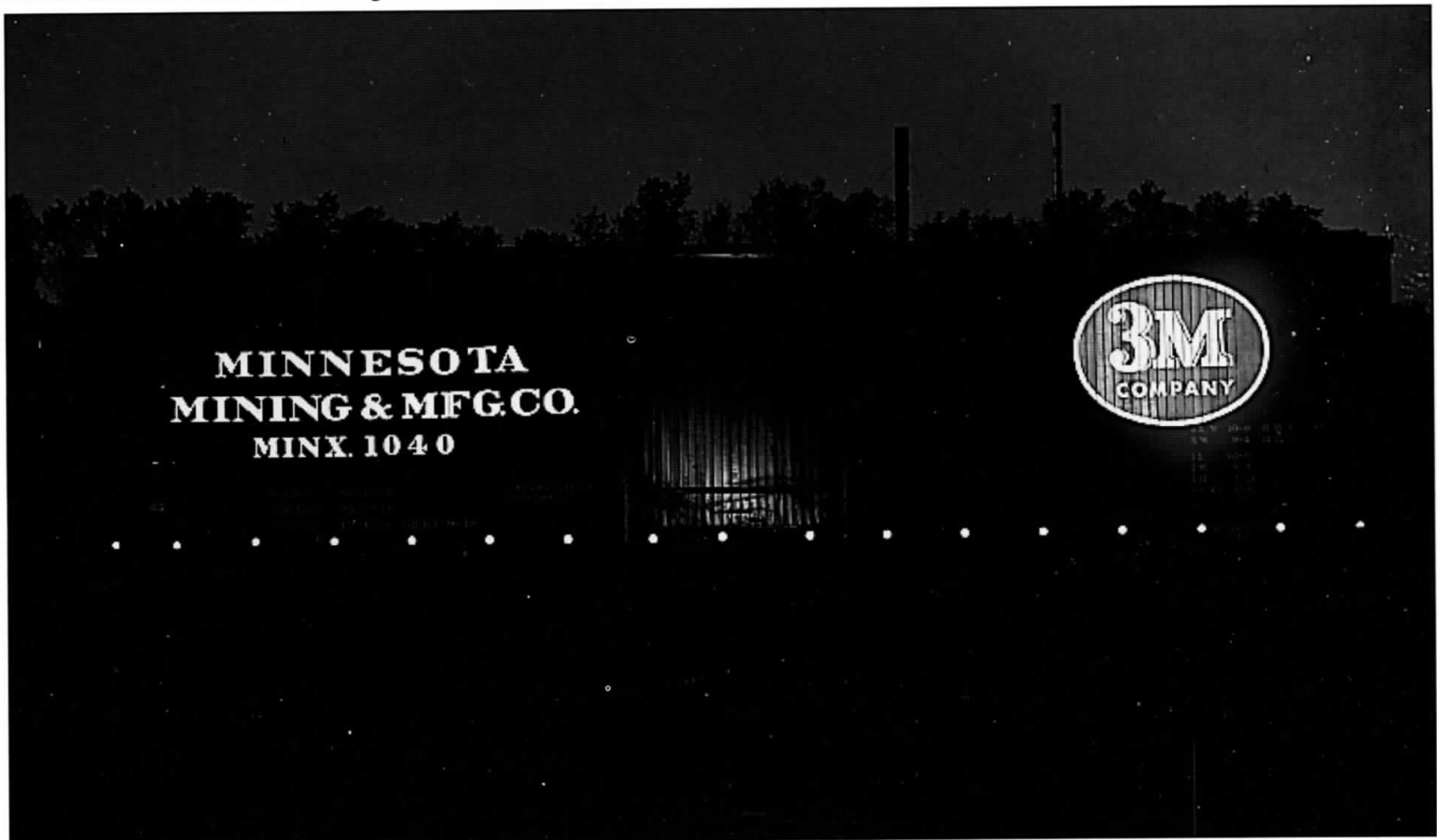
A check of the January 1965 Equipment Register reveals that there were 12 of these MINX boxcars still in use at that time. Car number 1040 must have been retired by then, since it is not listed among those 12 cars. Two of the cars listed, 1019 and 1027 only had a capacity of 80,000 pounds, which I believe was pretty unusual in 1965.

MINX was built in January of 1910 and rebuilt in September of 1949 in Green Bay. I don't know who owned this car originally, or who rebuilt the car in Green Bay (however, I suspect it was the C&NW). 3M was not in the granule business in 1910, so I suspect the car was purchased or leased used from the original owner. I believe the photos were taken by a 3M Company photographer, and it appears they were taken to demonstrate the quality of the reflective materials used on the car. Pretty impressive demonstration. These photos were given to me by a colleague who rescued them from a trash bin many years ago.

I don't know where the car was photographed, but suspect St. Paul or Wausau, Wi., site of another roofing granule plant. Based on the condition of the car I would say the photograph was taken sometime in the early 1950's.

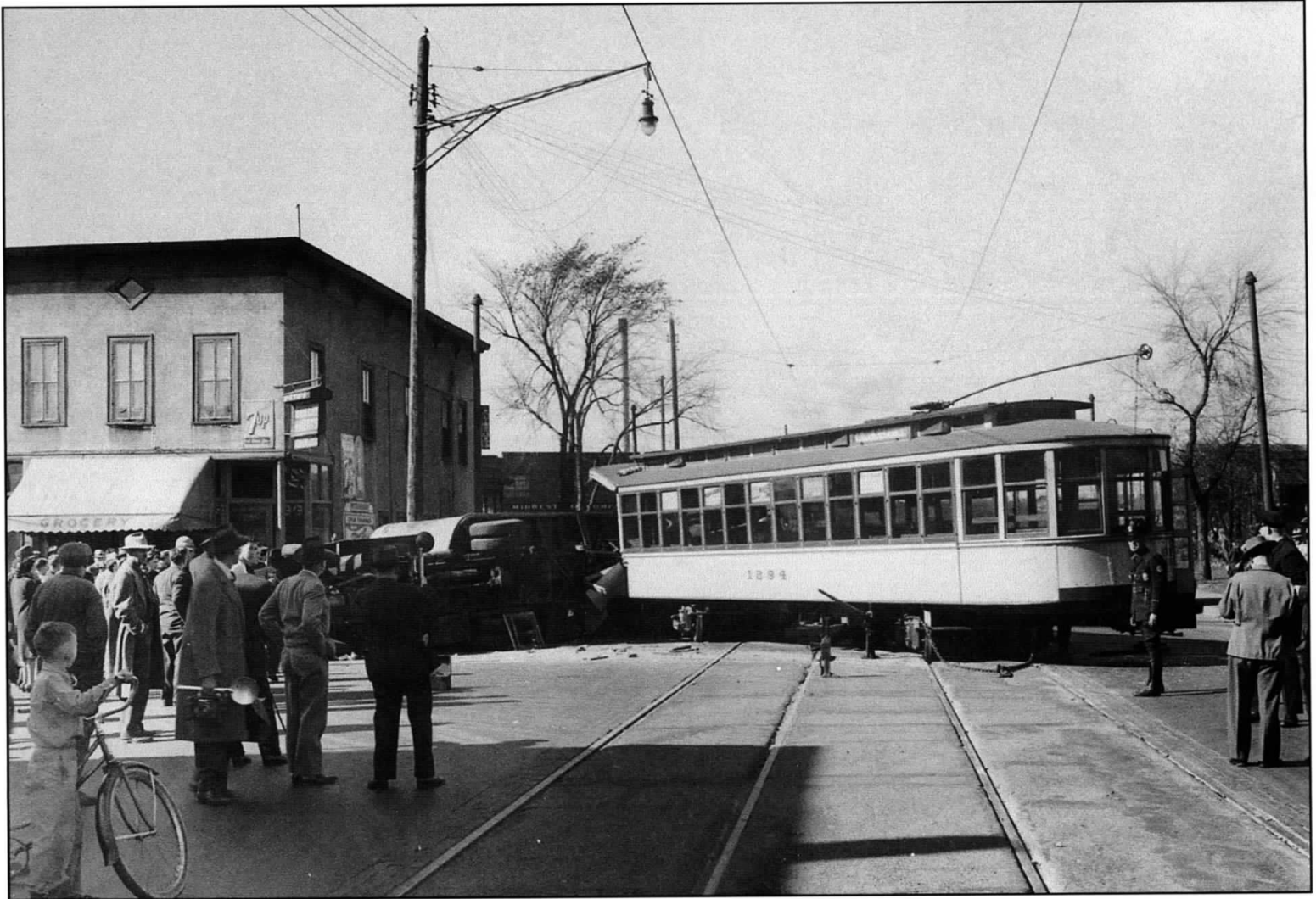


3M used its own boxcars as a rolling demonstration of its reflectorized products. Mike Nollan collection.



✧ FISH OUT OF WATER ✧

Flanged steel wheels on steel rails is a superior technology in many ways, beloved by us all. Occasionally, however, a rail vehicle would depart from the rails, instantly becoming a fish out of water. Your editor tends not to collect derailment or wreck pictures, because they project such a negative image. Nonetheless, they happened in the course of running a streetcar system. Here is a sample. All are from the MTM collection unless noted.



An East 25th Street car has bloodied its nose while kayoing a semi-truck.

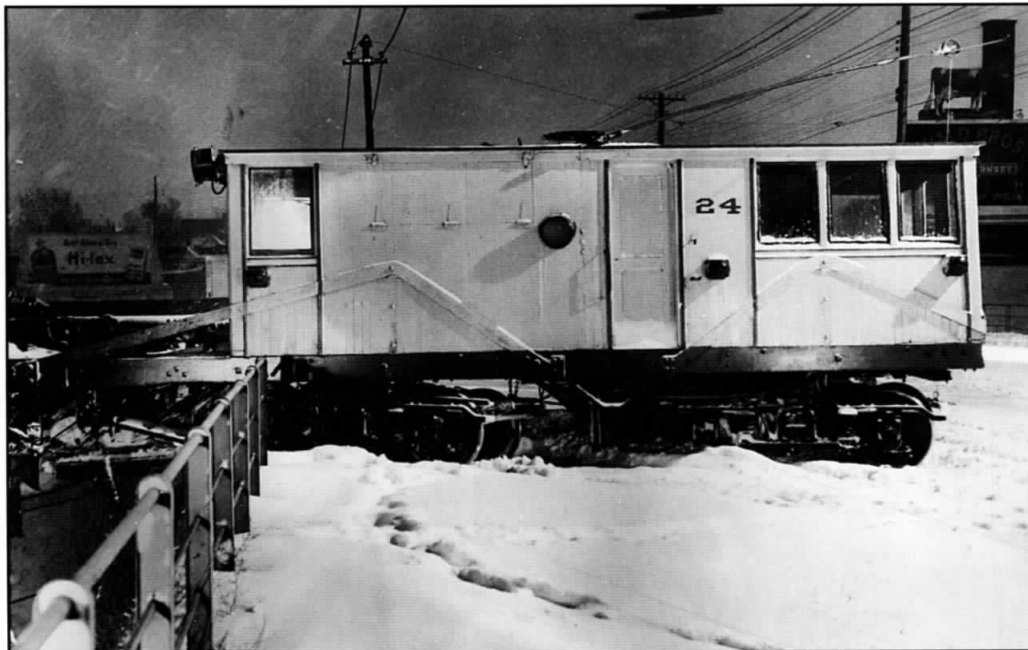
Left: Duluth #80, sister to MTM's #78, didn't quite make it across the 21st Street railroad viaduct in Superior before taking a dive.



Opposite top: This isn't exactly a derailment. The front end of #1721 has correctly followed the Bryant-Johnson track, while the rear end has headed down the Como-Harriet. Note the original Walker Art Center at left. Minnesota Historical Society collection.

This 1929 St. Paul Pioneer Press photo, along with the next three, came to MTM in the Gene Corbey collection. It shows a westbound lightweight on West 7th Street near Snelling Avenue.





It's Feb. 1947 along the Concord Avenue line in South St. Paul. Note the newspaper's crop marks and the highlighting of police uniforms to make them stand out more.

Snowplow #24 has probably ridden up on an ice-filled flangeway and gotten crosswise atop the Central Avenue viaduct over the Great Northern in northeast Minneapolis.

Opposite top: According to the caption on the back of this photo, it was the third derailment on this Inter-campus line curve on the St. Paul Campus. The U of M switch car lends a hand.

Derailments usually draw a crowd, as did this one on Como Avenue at Elfelt Street in St. Paul in January 1946.



NORTH FROM THE HOLE IN THE WALL

In 1928-29 the Northern Pacific sent out photographers to make of record of all of its lines hosting other railroads under trackage rights agreements. The result is a wonderful record of every track, junction and building. It's also a portrait of the railroad system with its full infrastructure in place. In sharp contrast to today's shrunken system, here the rights of way are maxxed out with track. All are from the collection of **Lorenz P. Schrenk**.



Just north of the Minneapolis Great Northern depot, the Northern Pacific made an abrupt right turn under 4th Avenue North, known to railfans as the "hole in the wall." From there it paralleled North 2nd Street, eventually crossing the Mississippi north of Broadway on a bridge that survives today. The GN (tracks 5-8) and the Minneapolis & St. Louis (to the left of track 8) head west under 2nd Street. Below: The NP's yard was bounded by 2nd Street at left and 1st Street at extreme right. Tracks 1 and 2 are the main line. "A" is the NP freight house on 1st Street. "E" is the Soo Line freight house and site of the original Soo Line passenger depot. This entire area is now apartments.





Approaching the NP roundhouse along 2nd Street, with 4-6-2 #2151 (sister to MTM s 2153 and 2156) sitting by the double spout water tank. Note the passenger cars stored at left, probably for the Duluth trains, which originated in Minneapolis.





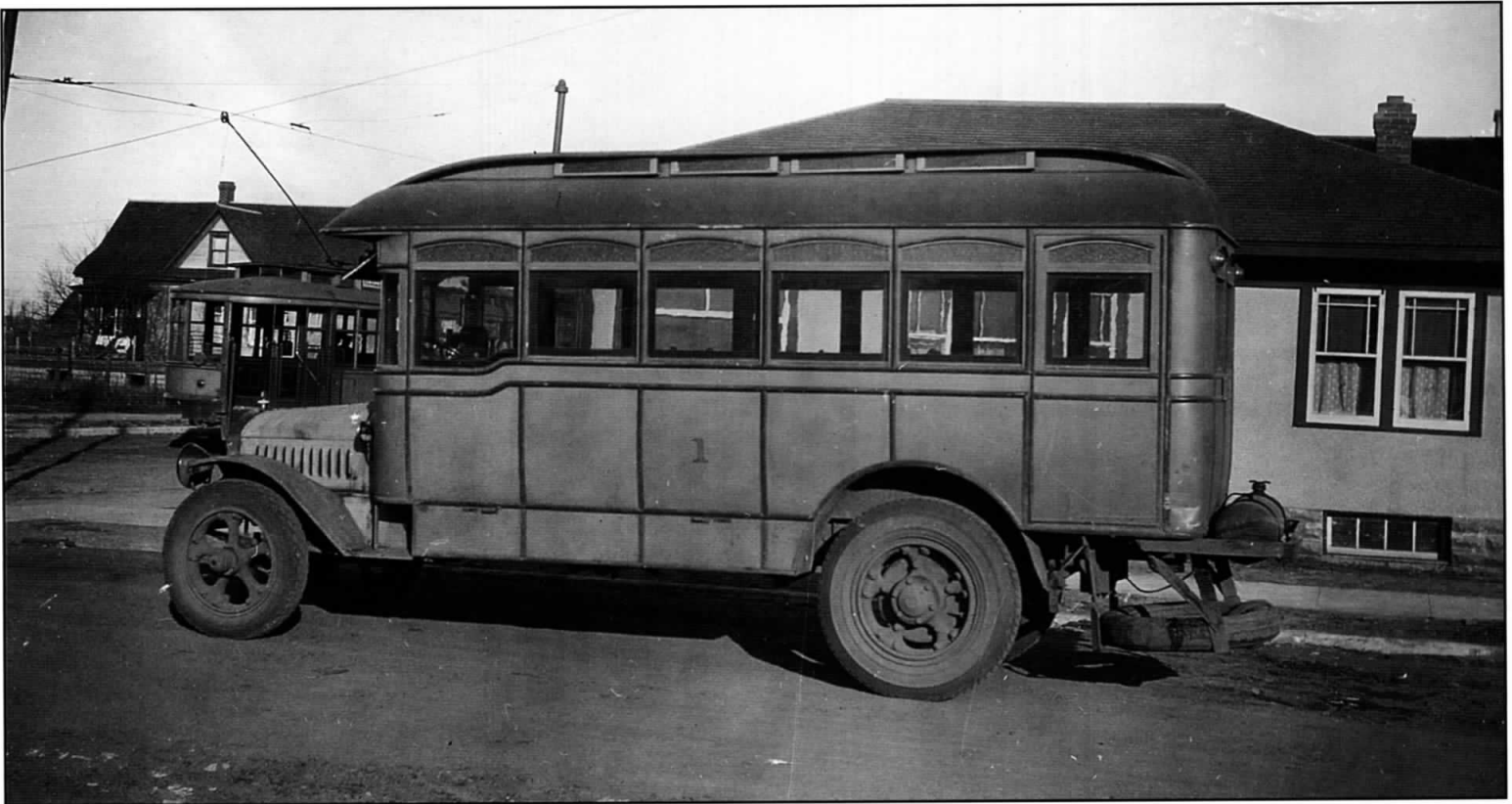
Two more views of the roundhouse area. The bottom photo looks south from just north of the bridge over Plymouth Avenue. The wall of industrial and warehouse buildings along Washington Avenue still stands.





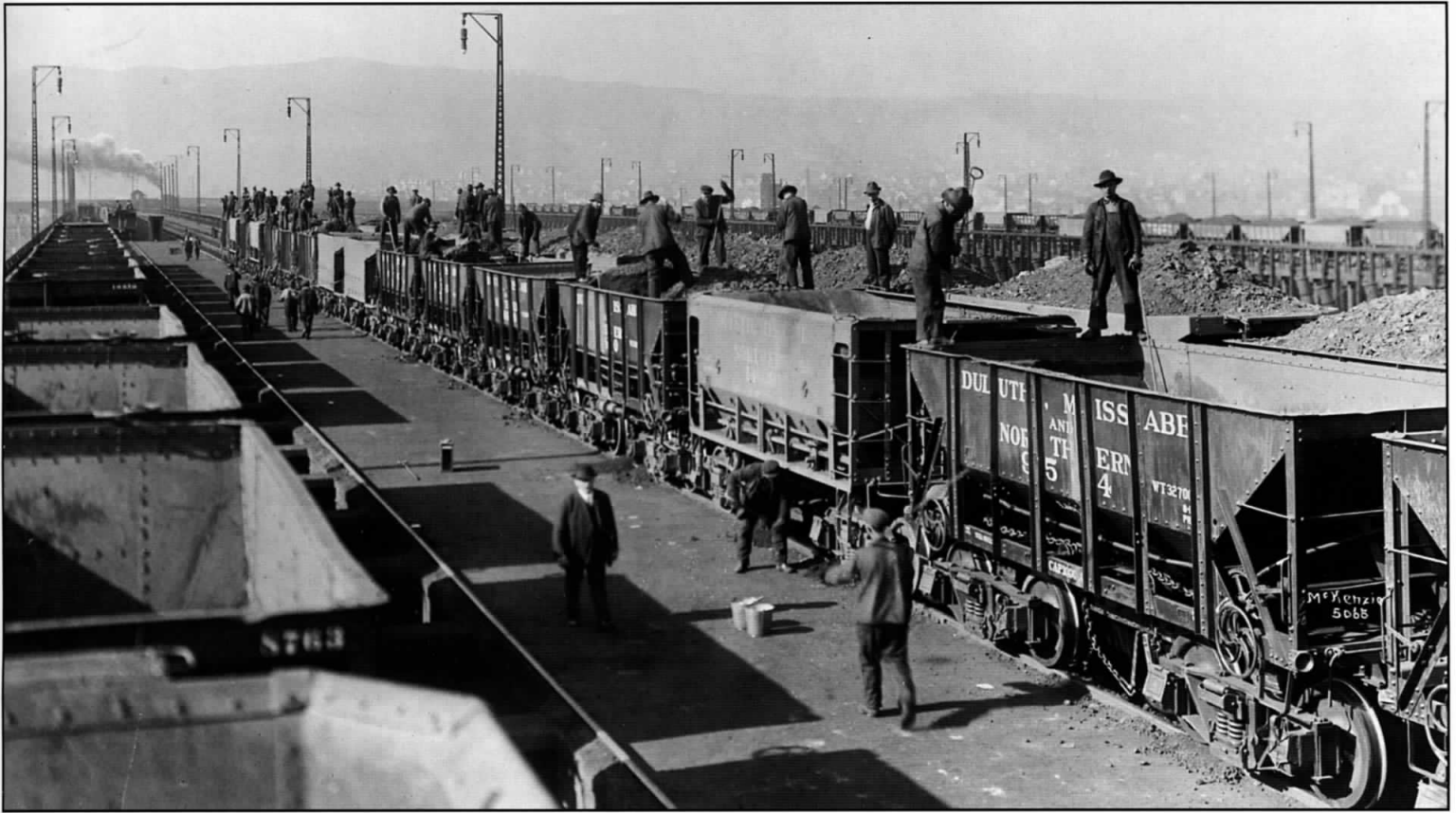
Looking north from Plymouth. The tower controls the interchange track between the NP (1 and 2) and the Soo Line (track 5). This is where Soo passenger trains headed for the Milwaukee Depot switched over to the NP.
Looking south into the polluted industrial corridor from about Broadway. The NP is at left and the Soo at right.





Early Minneapolis Street Railway bus #1, built by Ecklund Brothers, is running the shuttle from 52nd & Humboldt Avenue N. to Camden in the 1920s. Here it meets the North Washington car at the Camden loop (42nd & North Lyndale). TCRT photos, MTM collection.





Non-pelletized iron ore tended not to flow freely when wet or cold. Workers with long iron bars had to manually break it loose. This was a very dangerous chore. The choice was between teetering on the edge of the ore car, or standing inside the hopper on the ore itself. The former promised broken bones from a fall onto the ore dock. The latter risked the ore pile giving way, sending the worker down the loading chute into a laker's hold, an almost certain death. The top photo shows the Northern Pacific dock in Superior. In contrast, the two men on the Duluth Missabe & Northern Duluth dock are wearing safety harnesses tethered to the locomotive and the adjacent ore car, testimony to a risk that was all too real. Minnesota Historical Society collection.





These two Duluth photos were taken by the Minnesota Highway Department along Highway 23. The top view, taken in 1938, shows Grand Avenue at about 90th Avenue West, on the long (about 12 miles) line to Morgan Park and new Duluth. Duluth streetcars traversed some sparsely settled areas. The bottom picture shows the truly unusual elevated West Duluth depot of the Duluth, Winnipeg & Pacific, located on West 3rd Street. This is 1940, only a year after trolley buses replaced the streetcars. Minnesota Historical Society collection.



Inside rear cover: The first PCC built for the Twin Cities, #300, arrives by flatcar at Snelling Shops. Insert: All the PCCs were originally equipped for two-man operation. The conductor's station, with fare box and jump seat, was located opposite the rear door. Both of these photos were donated to MTM as part of the Gene Corbey collection.

Rear Cover: Back when the Minneapolis Northfield & Southern was a hustling short cut between Northfield and Minneapolis, it was common to see four EMD switchers hauling 75 cars over the undulating interurban right of way. In 1970, one such consist is climbing the grade south out of the Minnesota River valley. Joe Elliott photo.







MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!